

Traffic Engineers Under Fire in Public Hearings

by

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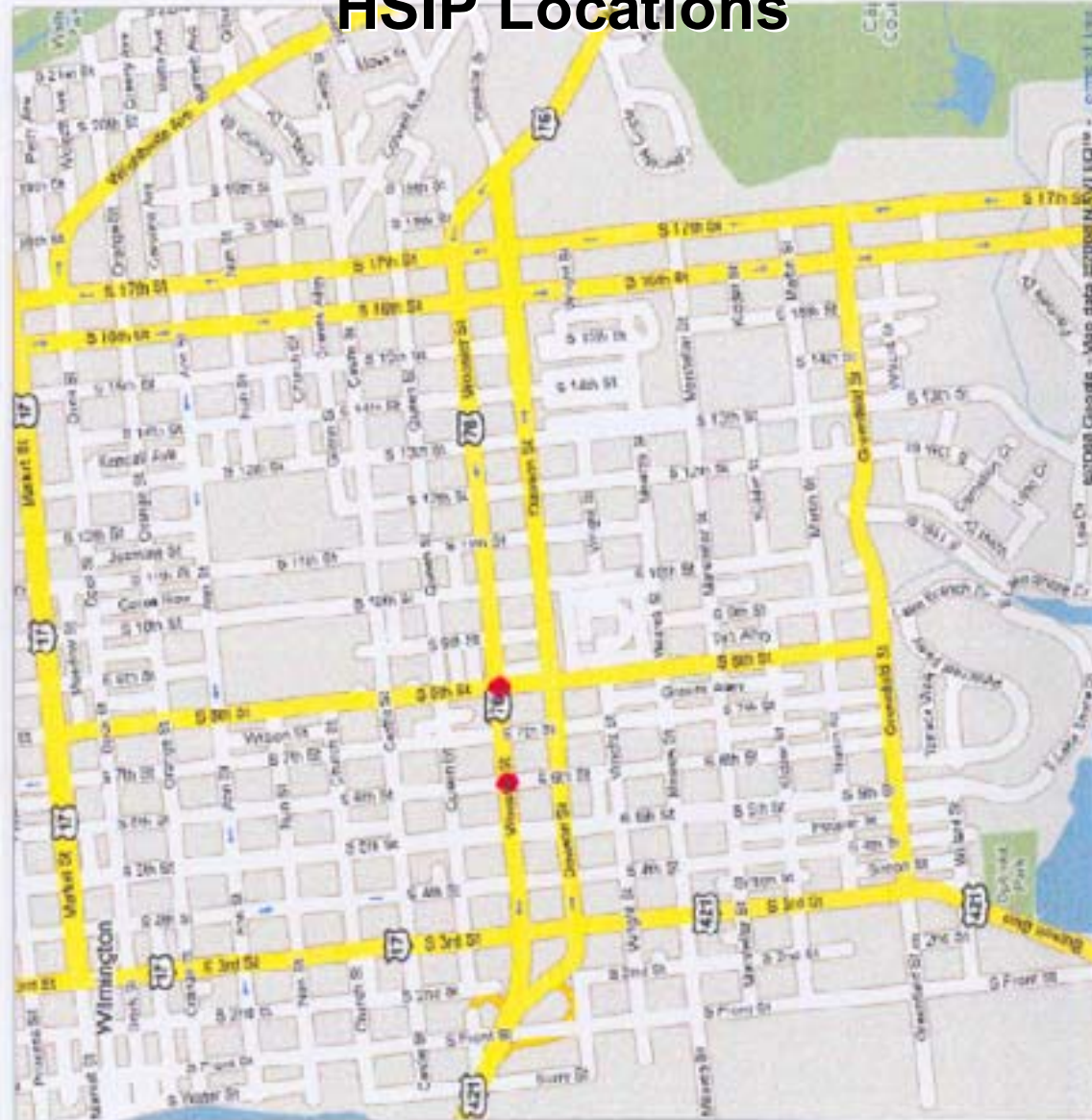
M. Pate Butler, PE

Two Discussion Topics

- Division 3's recent policy requiring Public Information Workshops for all projects
- Division 3's proactive policy toward Closing Median Openings on Controlled Access Facilities

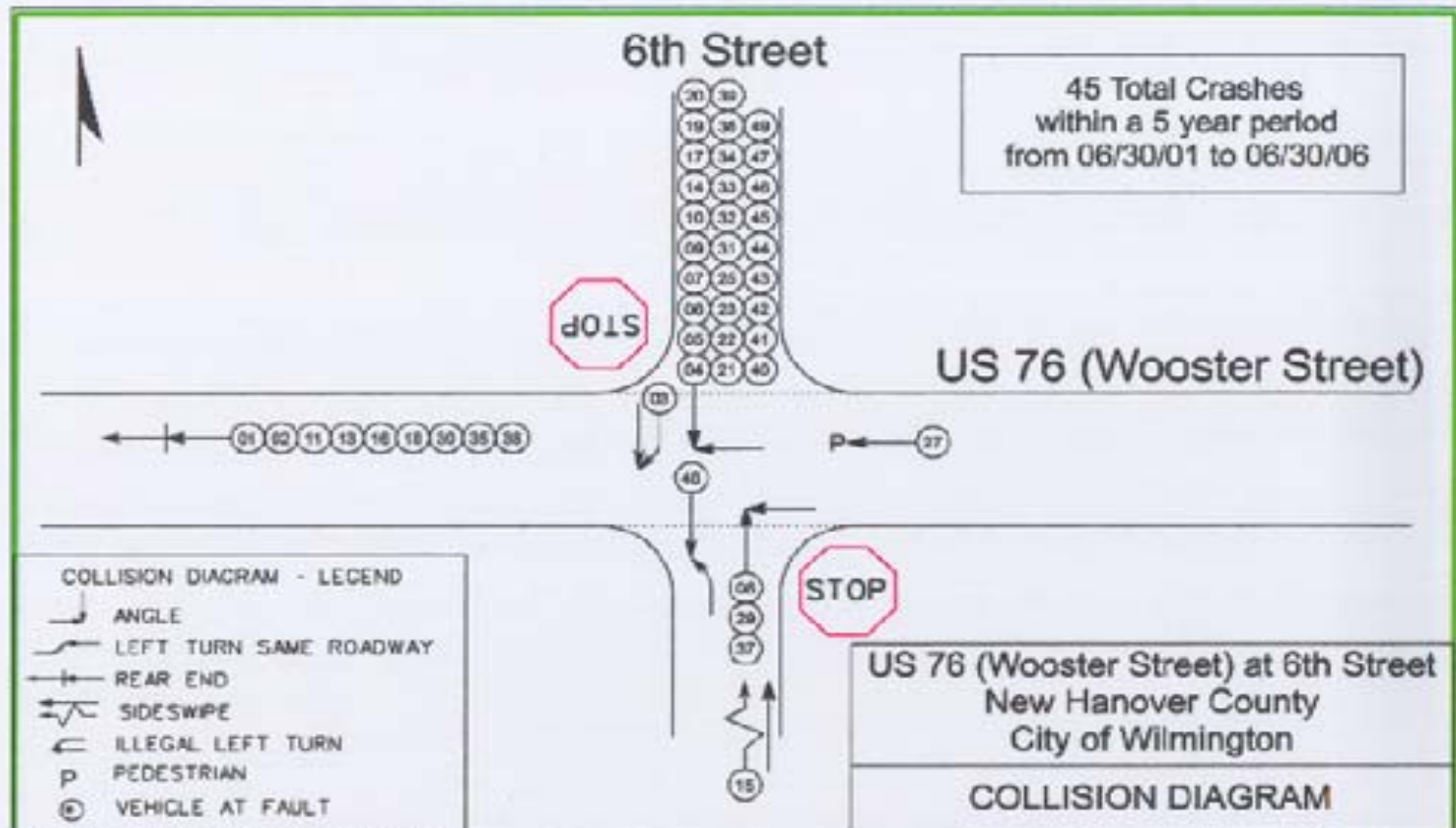
Background

HSIP Locations



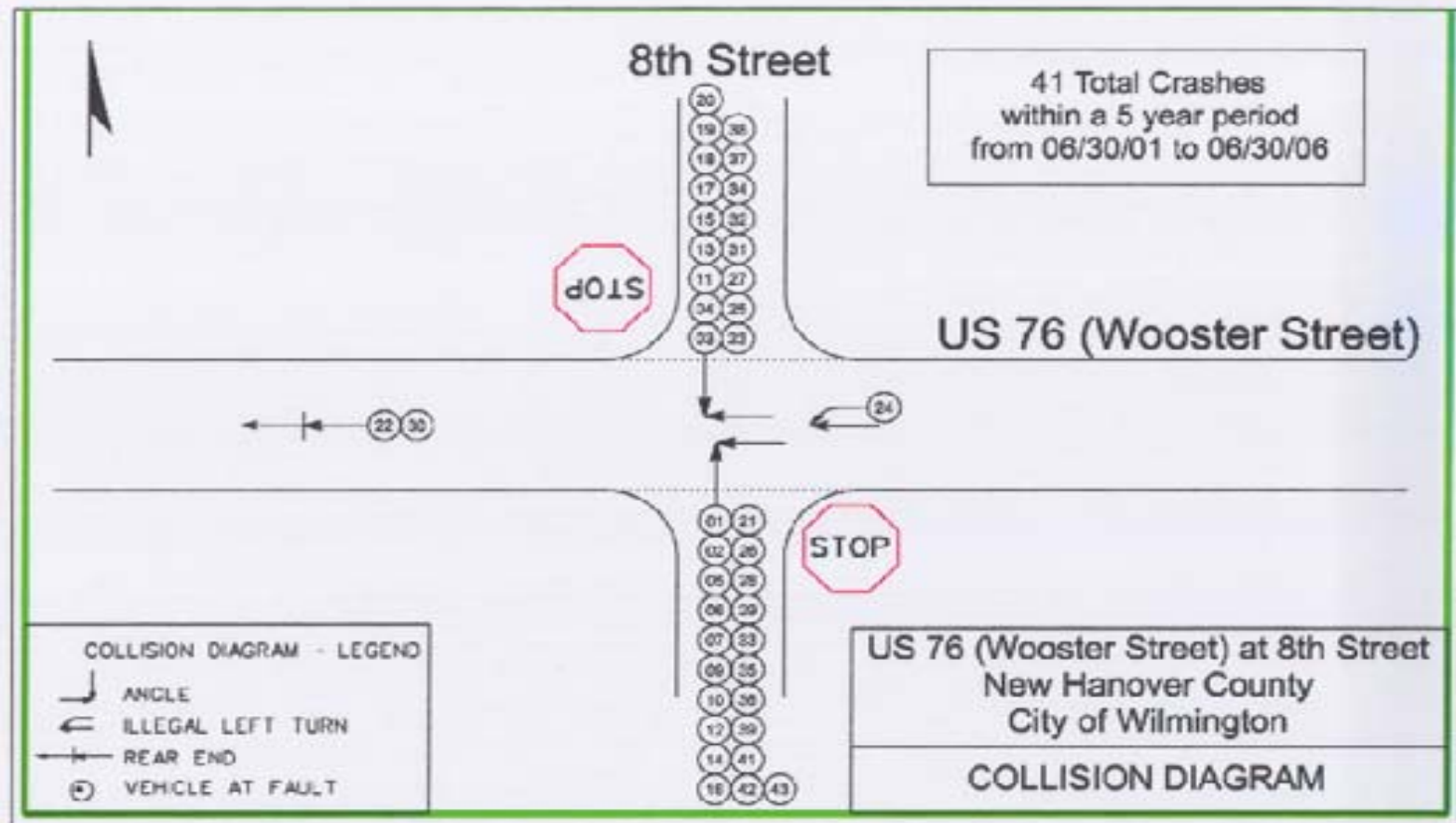
US 76 (Wooster Street) at 6th and 8th Streets

6th Street Collision Diagram



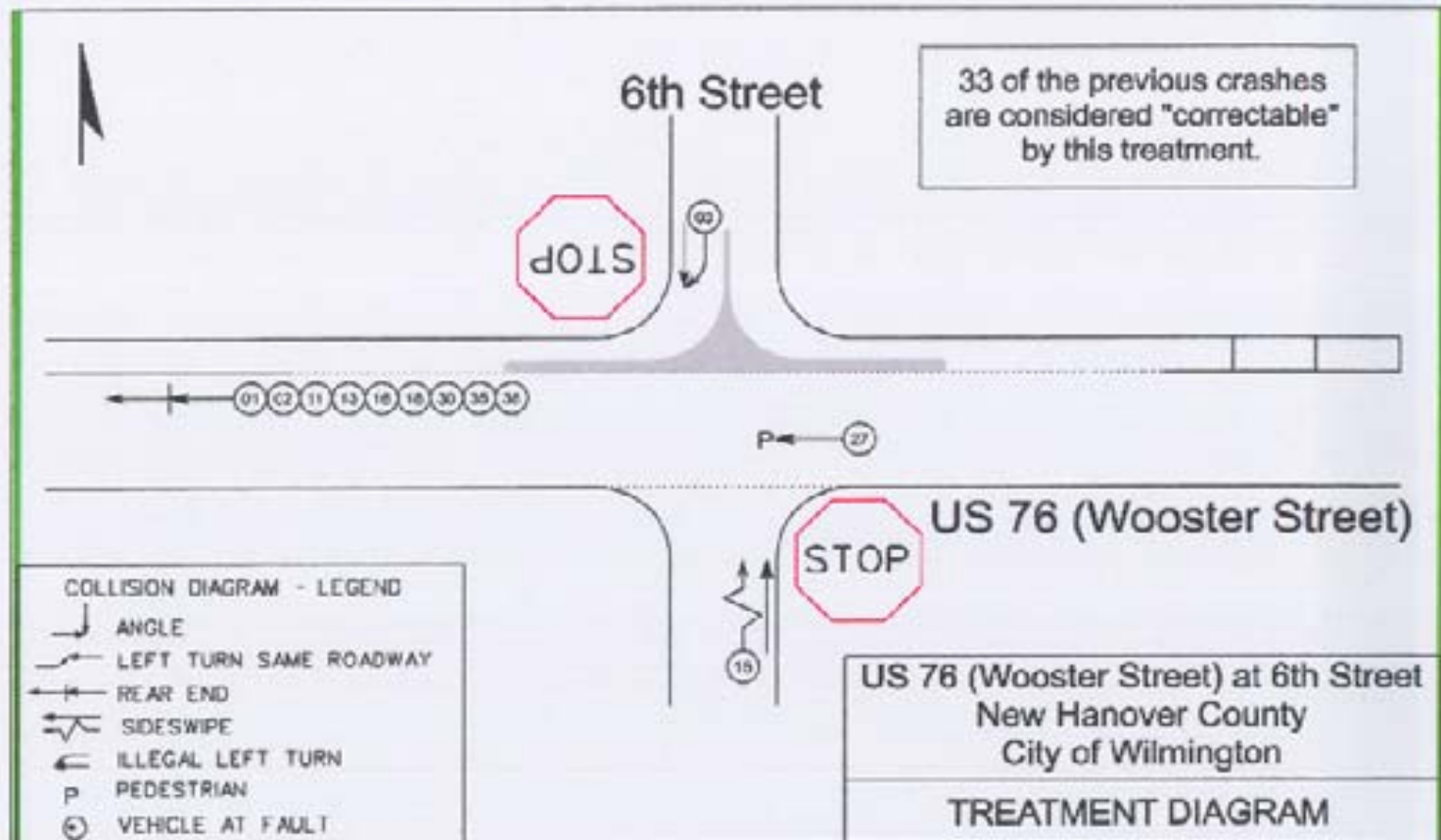
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8th Street Collision Diagram



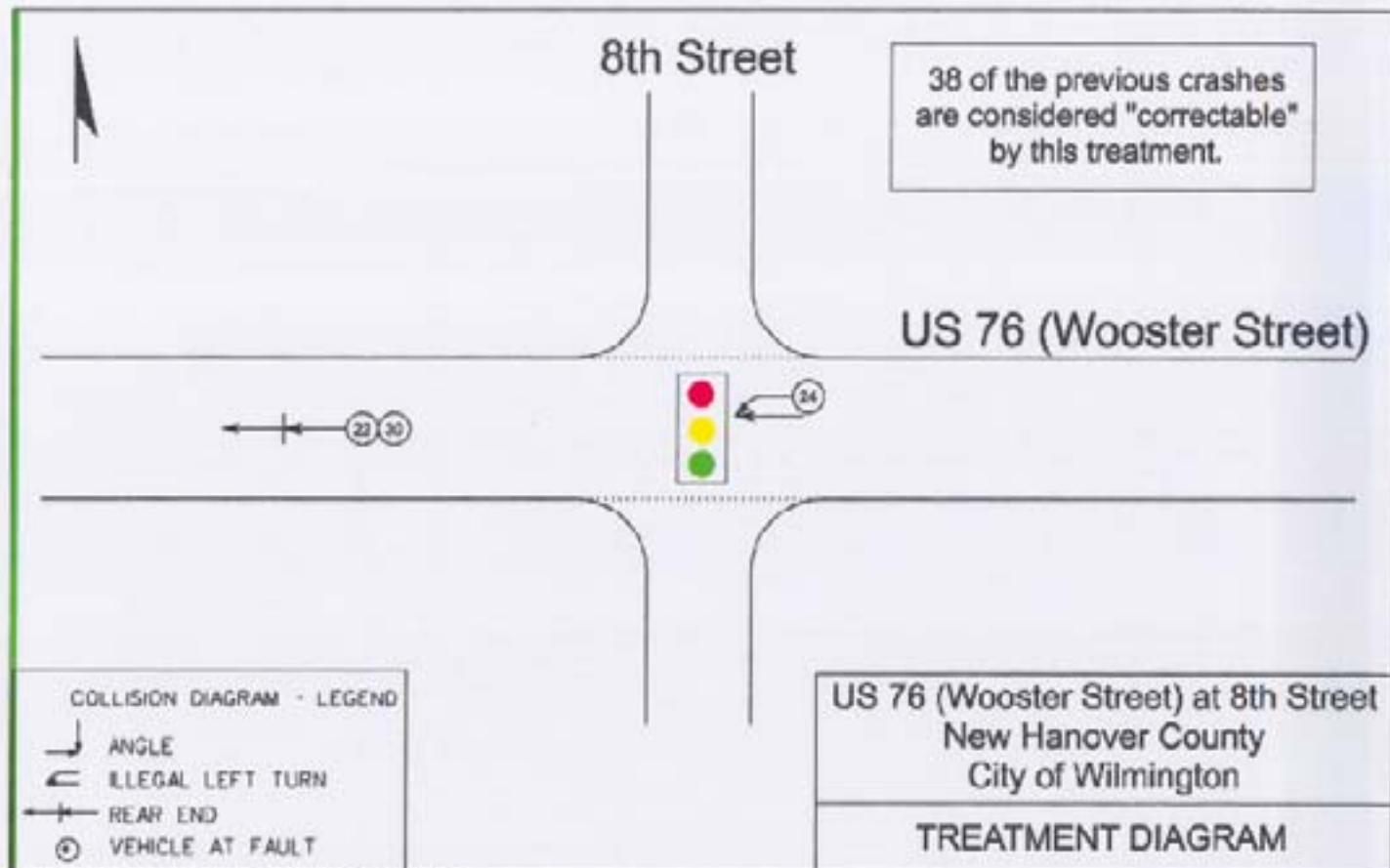
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6th Street Treatment Diagram



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8th Street Treatment Diagram



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- Total Cost \$86,000 for proposed treatments for both intersections
- Due to low project cost, no public information meeting was held
- Minimized Impacts to motorists and residents by utilizing a resurfacing project
- Dura-curb was used as the interim treatment for the longhorn island until the concrete island could be constructed.

Interim Treatment



6th Street Approach

Interim Treatment



US 76 (Wooster Street Approach)

- Once Dura-curb was installed we received significant opposition from residents, elected officials
- Residents felt a traffic signal was the only solution
- Residents felt they were being ostracized for the rest of the community
- Merchants complained NCDOT was impacting their businesses
- Inconveniencing them from accessing Dawson Street

- Project was delayed until it could be presented to TAC for approval- Corridor Study resulted
- Four day charrette facilitated by Kimley-Horn and Associates, Inc.
- 5 alternatives considered included:
 - Longhorn Median
 - Pork Chop Median
 - Splitter Island/ Median
 - Dead-end 6th Street
 - One-way 6th Street northbound
- As a result of the charrette, the original project was modified from a longhorn design to a pork chop design at the 6th Street intersection

Final Design



6th Street Approach

Final Design



US 76 (Wooster Street) Approach

New Division 3 Policy

Public information workshops will be held for any and all projects in the future that may have, or be perceived to have, negative impacts on an adjacent community regardless of the total project cost.

Division 3 Policy

January 8, 2008

“Median Closures on Interstate and Four Lane Divided Facilities with Cable Rail or Guardrail”

Unofficial Crossovers at bridge bents and guardrail ends



Official Use Only Crossovers



Safety and Maintenance Issues



Unrecoverable Drop Offs



Maintenance Issues



Aerial View



Example of Permanent Closure



Example of Traversable Closure











Official Use Crossovers





- A draft policy was sent out in January explaining the Division's reasons for closing the median breaks
- Comments were solicited from all incident management units in the six counties
- Only one comment was received
- Since installation has begun, meetings have been held with individual incident management units to hear their concerns

- A task force has been established to address the concerns before continuing closures in Pender County
 - ┌ Mounting Design
 - ┌ Tire Punctures
 - ┌ Concern for delay in response time
 - ┌ Uniform throughout the Division counties

Questions?